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DISPATCH NO [REDACTED]

Copy No. 2

Date: 20 APRIL 1956

TO : [REDACTED]

FROM : [REDACTED]

SUBJECT : General - [REDACTED] Operations

Specific - Scheduling of Suppliers Equipment Tests

REFERENCE: SAPC-1617/G(Rev.) dated 21 February 1956

THIS DISPATCH SUPERSEDES [REDACTED] **Dated** 20 March 1956, same
Subject - All Copies of which should be destroyed.

1. Referenced document designates the Base Commander as responsible for the management of the [REDACTED] as a facility as including, among other responsibilities, the coordination of the different suppliers' test programs. It is in connection with this latter responsibility that the instant dispatch is written.

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2. With the expanded scope and the increased tempo of operations at [REDACTED] during recent weeks resulting in greater demands on the available [REDACTED], Headquarters desires that the master schedule for utilization of the [REDACTED] and associated facilities take into consideration the needs of all the suppliers to install, calibrate and test their equipments, sub-assemblies, components and associated gear and that such needs not be overlooked or unduly delayed. Notwithstanding the vital necessity for driver training and for related important activities, equipment development and test by suppliers must be advanced concurrently with driver training or the eventual result will be an imbalance in the state of readiness of the project components.

3. It must be assumed that all the needs of all the suppliers cannot be fully met since they will have competing requirements for use of the [REDACTED] and ground facilities. Under the circumstances, it is essential

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that the suppliers develop reasonably detailed test programs indicating the dates by which items of equipment will be ready for flight testing and the number and character of missions that will need to be made in order to permit adequate testing of their systems. These detailed schedules should be submitted to [] with copies to the Base Commander and this Headquarters well in advance of flight implementation dates in order that conflicts which might arise can be resolved by [] and the requesting suppliers. Finalized coordinated programs should be supplied the Base Commander and this Headquarters. Suppliers' requirements for ground facilities and personnel assignments during the flight test period should be submitted to the [] Commander at the same time equipment flight testing schedules are turned over to [] The Base Commander, as a representative of Headquarters, should exert every effort to cause such flight test programs to be submitted well in advance. The Contracting Officer at Project Headquarters will supplement the Base Commander's efforts to this end.

4. Development flight testing of all equipment will generally be carried out on [] assigned to and operated by [] for this exclusive purpose. Accelerated service flight testing of equipment will normally be accomplished on [] currently assigned to the Detachment in training and employed on training missions. Accordingly, the Detachment Commander and Training Commander (by reason of their responsibility for the training program) and the [] manufacturer as well as the Base Commander will be concerned with the scheduling of equipment flight testing. Their several responsibilities in the matter are as follows:

a. The [] manufacturer not only conducts development flight tests but also has a systems responsibility, since he must ensure the compatibility of sub-systems with the [] itself. Accordingly, [] must retain responsibility for the day-by-day scheduling of this activity, subject to appropriate policy guidance and to coordination with the Base Commander and with other suppliers.

b. The highest priority claim on [] assigned to the Detachment is for training. These [] are under the control of the Detachment Commander (subject to appropriate guidance from the Training Commander). He should, however, make every reasonable effort to facilitate their use for accelerated service flight testing so long as no major impairment of the training schedule is involved.

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c. Major policy decisions as to the relative priority to be given to the development of different sub-systems (for instance the [] as against the [] and as against [] will be the responsibility of the Project Director. This responsibility is exercised in part through the Base Commander. In particular, it is the Base Commander's responsibility to see that [] and other suppliers are witting of the Project Director's policy regarding the priority established for various equipment programs in order that [] can appropriately arrange his flight testing schedule to meet equipment utilization dates. The Base Commander will represent the Project Director in resolving any conflicts arising between the suppliers and [] concerning the allocation of time on the []. He will, of course, discharge this responsibility within the framework of policies established by this Headquarters and major issues should be referred to this Headquarters.

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5. The scheduling of accelerated flight testing should be worked out by the suppliers with the Base Commander. However, such scheduling will naturally have to be compatible with the Detachment training program and should have the approval of the Detachment Commander prior to the contemplated testing dates. Such action will necessitate close coordination during program finalization between the Base Commander and the Detachment Commander. Any important priorities problems that arise and on which a policy has not already been established should be called to the attention of this Headquarters by the Base Commander.

6. This Headquarters should be kept advised of the schedule of test activities, including schedules of [] and engine testing. Such information will be of help in following the progress of these activities which so largely determine project planning.

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SIGNED

RICHARD M. BISSELL, JR.
Project Director

RMB:djm
1-Addressee
2-Pro. Dir.
3-Dep. Pro. Dir.
4-Dir of Operations
5-Contracting Offr.
6-Director of Admin.
7-Director of Materiel
8-Project Chrono
9-Project Reading

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